





boarded on the steamer the Fernis, and (as the delay on board these boats is limited) he was very prompt in his observations, and in a short time espied a gentleman answering the description walking along the main deck. Having satisfied himself of the identity of this man, Mr. Alfred Howard, alias Mr. Allen, he approached him, and asked him if he was a passenger per the Fernis, and, of course, was answered in the affirmative, then attributing some complication of the luggage, he introduced "Alfred Howard" to his cabin, when, having discovered where all his luggage was, he at once reassured him. Upon searching him, Inspector Booth found upon his person a first-class ticket to New York, dated the following day, August 18, 1906, seven dollars, and \$20 dollars each, 32 of 10 dollars, 32 of 5 dollars, and two of 2 dollars, and two of 2 dollars each, all gold; 48 silver pieces, two quarter dollars, and 46 in silver. In addition he had a large quantity of luggage on board.

MASSACHUSETTS, 26th July.—From Liverpool: A Bay horse, white mane, all star hairs, small, one hind foot white, branded JH over near shoulder. To be sold on 24th August.

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# IS THE BANK CHARTER AN OBSTACLE OR A SECURITY TO OUR NATIONAL PROSPERITY?

(From the Bankers' Circular, 3rd May.)

As a war has now been brought to a close in which we have been engaged for two years, it is not an unimportant question to consider the actual position in which it has left us, and the prospects which are before us. As a nation, we feel some pride in having been able to carry out our national resources, and that we were able to become a reality, that we were at its commencement in 1854. Doubtless there is some truth in this assertion, as far as our military and naval preparations are concerned; but the financial operations necessary to put into active service the vast machinery which we have provided could not have been carried out without inflicting upon the trade and commerce of the United Kingdom an amount of injury that is almost incalculable. If any one doubts this we have only to point to the condition in which we now find ourselves with the prospect of peace before us. Some of our modern financiers have pointed to the stability of our monetary system as the great safeguard, and the only means which have enabled us to ride triumphantly through all our difficulties. But let us suppose for a moment that the war had been continued for another year, would it not have shattered the system to pieces in which such persons have placed so much confidence? What is the actual position in which the Bank of England was reduced at the date of its latest return? Nearly to the same state in which it stood in the month of October, 1847. Nobody can look upon that return and not see the fallacies which have been promulgated by such writers as "Mercator," of the Times, gradually displaying themselves in still greater dimensions, and the principle of convertibility reduced to an absurdity. Within about nine months the Bank was in possession of upwards of £19,000,000 of specie to represent an active circulation of £10,245,000, or about 93 per cent. of its outstanding paper, whereas on the 26th of April the specie was reduced to £9,733,130, or about 48 per cent. of the circulation. It will, doubtless, be said that the convertibility of the note has never been endangered; but at what cost has it been maintained by the commercial community? It has been done at the sacrifice of the profits of industry, and the general depression of trade in almost every branch. But the present position of the Bank conveys a very important lesson to the country at this critical juncture; and we are now able to determine whether the continuance of the Bank Charter in its present form is an obstacle or a security to our national prosperity; or whether we could maintain a costly war for any length of time under its provisions. We think that no unprejudiced mind can hesitate to affirm that if we had been called upon to prosecute the war for another year, that the Bank Act of 1844 must have been suspended, notwithstanding the supplies of gold from the Australian colonies. The case which is made out against the Bank having its functions separated into two departments is becoming more palpable every week; and the trifling amount of notes held in reserve is sufficient to deprive the Bank of all power to give assistance to the commercial part of the community by reducing its rate of discount. We readily admit that the first duty of the Bank is to afford assistance to the Government in a time of great financial pressure; but this is no argument in favour of continuing a ruinous rate of discount by which trade and commerce are reduced to a state of hopeless depression. Never was a more ignorant notion promulgated than that the greatest commercial people on the face of the globe should allow themselves to be hoodwinked by such a bugbear, and remain quiescent under the constant operation of the most injurious specimen of legislation that was ever submitted to a civilized people. What is the state of the country at this moment? Why, we are actually trembling at every unfavourable wind that turns from the course our gold-laden ships. We think, speak, and act, as if gold were absolutely necessary to our daily existence, and without it we deem it imperative to suspend the most important operations of commerce. Surely this cannot be the result of sound philosophy, but of some traditional delusion, which has yet to be dispelled by modern intelligence. In every branch of science and art, as a nation, we have yielded to the progressive improvements of the age; but we adhere to all the prejudices which monopolies and self-interest can raise with regard to the laws which regulate the medium of exchange. It has been our constant apprehension during war that we should lose our gold; now that we have peace, the same forebodings are entertained: so that we live in a state of continual excitement and dread of the future about the transition of this precious metal. To make the industry and commerce of a nation wholly dependent upon these transitions appears to be no less than criminal; and so long as the present system remains untouched, the prosperity of the country must ever be subject to the unfavourable influence which are inseparable from its operations.

## STATE OF FEELING DURING THE WAR, AND AFTER IT.

(From the Morning Chronicle.)

So long as we were engaged in the duty of Englandmen by every means in their power to cripple the resources of Russia. Now that peace is restored, the position of matters is exactly reversed. Every aid that we can give to the development of Russian commerce or wealth returns also to our own honour and profit—every augmentation in the fertility of her soil, or the products of her industry, overflows in no small proportion into our coffers. Her prosperity may indeed be said to be our own, with not less truth, and in a scarcely inferior degree, than if the great Muscovite Empire were actually a part of the British dominions. The reality of this mutual interest has been confessed, by that species of popular instinct which never deceives, on both sides. No sooner was the incubus of war withdrawn than—even before the formalities of grave diplomacy could be fulfilled—the industrial populations of either country rushed towards one another, offering rich produce, and entering upon vast transactions of profitable interchange. The boom of the cannon announcing the signature of the preliminaries of peace in Paris had not ceased to echo along the shores of the Euxine, when the traders of Odessa re-opened their warehouses, and invited customers for enormous surges of grain. Rapid messages at the same time traversed the interior of Russia, summoning to the Danubian or Baltic frontiers the products of those harvests which had remained idle in the warehouses of the great landed proprietors. The Hamburg Post Office was surcharged with letters, in which the merchants of London, St. Petersburg, and Riga re-opened their intercourse with old cor-

respondents, transmitting orders, or invoicing consignments. In Paris, the members of the Conference were beset with applications, urging them to hasten the moment when mercantile operations could be once more established. British commerce is far more impatient than the British Parliament. The House of Commons must wait until the ratifications are interchanged before honorable members may assume the existence of a treaty of peace. But trade could not stop so long, and the Allied Powers have been obliged to withdraw their blockades, cancel their restrictive proclamations, and declare that intercourse with our late antagonist is once more safe and free.

It is much for Western Europe to be thus placed again in amicable relationship with an empire embracing a population of sixty seven millions, and presenting an almost immeasurable area of the most productive soil in the world. Still more is it important to England, whose life-blood is commerce, to resume her intercourse with so many million customers belonging to a race by nature not less enterprising and industrious than her own, or to have at her command the productions of a domain comprising every range of climate between the temperate zones, and extending from the Vistula to the remote regions of Central Asia. But most of all are we interested in the fact, that to these industrious millions and fertile provinces a new era has dawned. Henceforth we have fair grounds to hope that the energies of the Russian population, and infinite capabilities of the Russian soil, will be turned to objects which, while abundantly increasing the strength and wealth of the empire at home, will threaten no interruption to the peace of the world; and will render its swarming inhabitants and teeming harvests more than ever valuable to its allied nations, and to England above them all. The Russian dream of external aggrandisement seems finally over. The lesson learnt in the late war, and recognised in the present peace, promises to be at once memorable and enduring. By this event, Russia has passed through one more of the changes which mark the advance of empires towards perfect civilization. She has acquired a knowledge which Englishmen were taught a century ago, by the prostration and ultimate achievements of Henry the Fifth—which Frenchmen had the opportunity of learning, when the visions of conquest entertained by their Grande Monarque were finally dissipated; although they never perfectly comprehended the lesson until the collapse of the huge and evanescent empire built up by Napoleon I. It is not merely because the peculiar genius of the Emperor Alexander appears to be what Montaigne calls "pacifique et organisateur" to an eminent degree, that we rely upon the assurance contained in his late proclamation announcing the conclusion of peace to his Russian subjects. Our faith in the realization of this prospect—that external tranquillity is to be turned to account in "perfecting and consolidating the internal organization of Russia," in "spreading everywhere, with fresh force, the advances of civilization and every useful activity"—rests upon the persuasion that events have deeply impressed this conviction, both on the Autocrat himself and on his advisers; and that the Czar has at length mastered the great problem, upon whose solution the true grandeur of his empire must depend.

In this work Englishmen may take something more than an indirect interest. There are many things which we can teach our Russian allies in the way of industrial progress; and on many points we can afford them a practical aid and co-operation, with results equally beneficial to both parties. For the development of internal resources—for the prosecution of commercial enterprises—and in yet greater degree in the construction of public works or means of communication, the knowledge, skill, and capital of our countrymen may be most profitably utilized. Nothing, indeed, is more wanted throughout the Russian Empire than the introduction of the rapid and economical means of conveyance afforded by a well-devised system of Railways. In no part of the world also, are fewer practical difficulties presented to the completion of such a system. The surface level of the country through its richest provinces, is fit for the immediate service of a railway for hundreds of miles together, without requiring a single cutting or embankment. Such a thing as a tunnel, with its unavoidable cost and inconvenience, would be never wanted, and bridges of any magnitude, very seldom. Nor would any formal obstacles stand in the way. In place of the Parliamentary Committees, to obtain whose sanction the railway interest of this law ridden country has sunk some fourteen millions, the entrepreneurs of Russian railways will find an approving and despot Government, anxiously inviting their co-operation by liberal concessions and a secured minimum of profit. The ground also, for which more than 120 millions have been paid to British landowners, would be freely granted for the railways at the flat of the Emperor, even if the proprietors along the line were not sufficiently awake to their own interests to forward the work by every means in their power.

With these advantages, it may be easily foretold that English enterprise and capital will be rapidly attracted towards the construction of those means of intercourse which can be so easily and cheaply formed, and whose very existence will gradually create a prosperity in which they will so largely participate. For the basis of profit which these undertakings have to develop, we need not cite but a single and most significant passage from the work of a traveller who visited Russia just before the war. At Smolensk, he says, as well as in a multitude of other places, death is the normal condition of the inhabitants, and wheat sells for 18 silver roubles, or £3 sterling per chetvert (½ bushel), at the very time that in the province of Tamboff and elsewhere the same quantity can be bought for 15 copecks, about 6d. This difference of course arises solely from the cost and difficulty—amounting at present to an absolute impossibility—of transport.

One of these undertakings—commenced indeed so long since as 1853, and interrupted only by the war—is already before the British public, entitled the "Commercial Railways of Russia." This project possesses the advantages of having already attained a definite shape; its plans, surveys, and organization being completed before hostilities broke out, and a liberal concession obtained at the same time from the Emperor. An assured minimum of four per cent., equivalent to five upon the capital subscribed at 80 per cent., is offered to the subscribers by the Russian Government on the capital of twelve million roubles, or two millions sterling, while the prospect of advantages from the traffic which the railway will at once enjoy—to say nothing of that it is certain to create hereafter—is far more extensive. The line is only 140 miles in length, traverses between Riga, the chief Baltic port of Russia, and the

centre of its inland traffic, forming a junction with the three capitals—Petersburg, Moscow, and Warsaw, and at the latter city being united with the great web of the European railway system. By position, the railway must hereafter become the trunk line for the commerce of Northern and Western Russia, and is moreover endowed by nature with a monopoly of trade and transport in that quarter for many weeks in the year. Opening an outlet for Russian commodities, and a depot for foreign merchandise, at Riga, the traffic through this embouchure will remain practicable in every spring and autumn for more than a fortnight before and after the navigation of the Gulf of Finland is so blocked with ice, as to forbid all approach either to St. Petersburg or Cronstadt. For these periods the line in question will form the only medium of communication between the interior of Russia and her Baltic outlets; and at all times the shipment of goods from Riga will save much time and risk, involving a corresponding economy in freight and insurance, as compared with cargoes embarked at higher points in the Gulf, or despatched from St. Petersburg itself.

## BIOGRAPHICAL SKETCH OF FLORENCE NIGHTINGALE.

(From a new periodical entitled "Women of the Times.")

If the aphorism of Hannah More be a sound one, "the care of the poor is the profession of women," few of the sex have shown a greater aptitude for their calling than the leader of that band of noble ladies who, at the close of 1854, left their native land to devote themselves to the succour of the afflicted, and to bind up, as far as was in their power, the wounds which war had inflicted.

Florence Nightingale, the younger daughter of an ex-coheir of William Shore Nightingale, Esq., of Embley Park, Hampshire, and Leigh Hurst, Derbyshire, was born at Florence in the year 1823, and received her designation in memory of her birthplace. Her father, who is a member of an old Yorkshire family, formerly bore the name of Shore, and only assumed that of Nightingale on succeeding to the property and estates of a distant relative. He married early in life the daughter of the late William Smith, Esq., member for Norwich; an ardent labourer for slave emancipation, and a general promoter of every good work. As the child of intellectual no less than of affluent parents, the youth of Florence Nightingale was passed under the circumstances most favourable to the development of her moral and mental life; and the spirit of philanthropy and love of letters which formed part of her natural inheritance were cultivated with the most sedulous attention. Under the guidance of her father she gradually attained proficiency in classics and mathematics, as well as a general acquaintance with science, literature, and art. Nor was the ordinary range of feminine accomplishments omitted from her education; as she is a good musician, and can boast of some knowledge of almost all the modern languages, speaking those of France, Italy, and Germany, with scarcely less facility than her native tongue. In the prosecution of her studies she has been an extensive traveller, having visited most of the cities of the Continent, and even penetrated far into Egypt, making friends and acquaintances of every class and creed among whom her lot has been cast, and thus storing up rich experience of human nature and human life. Endowed with independence and a home embracing all that is rich in art and beautiful in nature—surrounded by affection, and gifted with a heart and mind to appreciate such blessings, Florence Nightingale might fairly say, "The lines have fallen unto me in pleasant places." Why, then, it might be asked, should she forego all the delights of life to dwell among sights and sounds that might appal the strongest heart? Simply because, whilst gathering up the good things of the outward existence so abundantly showered upon her, and fulfilling the requirements of her station even to the offering of the "mint and the cinnamon" of a presentation at Court, her tender heart and energetic nature yearned after something even more satisfying than the fruits and flowers of an intellectual life. She had gone into the world—had seen sorrow that might be soothed, vice that might be reformed, misery that might be relieved, and she longed to do something for the afflicted, emphatically called "His brethren," by the great Founder of our faith, who, in His providence, had done so much for herself. From a very early age she evinced a strong sympathy and affection for her kind; as a child she was accustomed to minister to the necessities of the poor and needy round her father's estates, purchasing the privilege by frequent acts of self-denial; and in her youth she became still further her teacher, comforter, and friend. As Miss Nightingale advanced to an age which admitted of independent action, she frequented and studied the schools, hospitals, and reformatories of London, Edinburgh, and the Continent; gathering up knowledge wherever it might be found. Four years ago, when Europe seemed keeping holiday in honour of the Great Exhibition, she took up her abode in an institution, Kaiserworth, on the Rhine, where Protestant Sisters of Mercy are trained for the business of nursing the sick in other offices of charity. For three months she remained in daily and nightly attendance, accumulating the most valuable practical experience, and then returned home to wait patiently until an occasion should arise for its exercise. The strong tendency of her mind to look beyond her own immediate sphere, did not long leave her without a definite interest. Her energies were now exerted on behalf of a class which had been too long neglected by the happy and the affluent; sufferers belonging to that order whom the Spanish pathetically designate as the "blushing poor." Hearing that the Sanatorium for Government in Harley-street was languishing for want of systematic management and effectual support, she volunteered to place herself at its head. Leaving the comforts and pleasures of home, Florence Nightingale took up her abode within its walls; devoting all her time and much of her fortune to the practical and permanent re-organization of that valuable institution. In this case as in others, she proved her determination to do thoroughly the task she had set herself to execute; and as reforms are not accomplished without labour, or great achievements performed without a vigorous exercise of self-denial, the few friends who were admitted to her presence at this time usually found her in the midst of nurses, prescriptions, letters, accounts, interruptions, and all the multifarious duties of a regular hospital chief. Having remained in Harley-street as long as appeared necessary for the satisfactory working of the institution, in the welfare of which she had taken such deep and active interest, Miss Nightingale returned to the country to re-establish her own health, and to gather up fresh strength for the next demand that should be made upon her. It came after no long interval, and proved to be of a character infinitely more arduous than any of those which had hitherto

presented themselves. A mournful cry of distress had reached us from our wounded brethren in the East, languishing on their bed of pain and sickness, for want of that efficient care and those manifold comforts (in their condition absolute necessities) which the existing system of hospital treatment seemed incapable of affording. Instantly arose an enthusiastic desire to answer it; for England is not ungrateful to her preservers. But something more was wanting than even warm hearts and willing hands. Undisciplined zeal could achieve but little in such an emergency; and, unfortunately, we had none of those "vowed servants of the poor," who form so useful and beautiful a feature of the Catholic Church. A proposition, however, for the immediate institution of a band of female nurses, to be despatched to the seat of war, found favour with the Government, and a large mass of the public. It is said to have emanated originally from Lady Maria Forester, and it was at the request of that lady, seconded by that of Mr. Sidney Herbert, then Secretary-at-War, that Miss Nightingale consented to undertake the management of the expedition, and to place herself at its head. Not a moment was lost in unnecessary delay; she herself had counted the cost, and shrank not from its payment; whilst her parents, scarcely less self-denying, were content to give up their child to so holy a service. A very short time sufficed for preliminary arrangements, and on the 5th of November, 1854, she arrived at Constantinople in the steamship Vectis, accompanied by Mr. and Mrs. Bracebridge, her valuable coadjutors, and by thirty-seven experienced nurses, many of them volunteers, like herself, from the higher ranks of life. The whole party was speedily established at their new quarters in the barracks hospital at Scutari, and the occupation awaiting them there was increased in a few hours by the arrival of 600 wounded, sent down after the battle of Inkermann. At such a juncture the services of the nurses were acknowledged by the assistant surgeons to be invaluable; how ardently they were appreciated by the patients themselves, many as individual tributes of gratitude have since proved to us. The details of this labour of love, pursued so unremittently for many months, have been too widely diffused to need recapitulation here. It is well known that, with some very few exceptions, the subordinate have never been found wanting, either in will or power; whilst the strength and energy brought to bear by Miss Nightingale herself on the difficulties of her position have surpassed, like the good she has effected, even the hopeful anticipations of those who knew the extraordinary capabilities of her nature. "Every day," observes a qualified witness, "brought some new complication of misery to be somehow unravelled by the power ruling in the sister's tower. Each day had its peculiar trial to one who had taken such a load of responsibility in an untried field, and with a staff of her own sex all new to it. She has been frequently known to stand twenty-four hours, on the arrival of fresh detachments of sick, apportioning work, her distributing stores, directing the labour of her corps, assisting in the most painful operations where her presence might soothe or support, and spending hours over men dying of cholera or fever. Indeed, the more awful to every sense any particular case might be, the more certainly might be seen her slight form bending over him, administering to his ease by every means in her power, and seldom quitting his side until death had released him. And yet, probably, Miss Nightingale's personal devotion to the cause was, in her own estimation, the least onerous of her duties. The difficulties thrown in her way by the restrictions of system, and the prejudices of individuals, will scarcely be forgotten; or the daily contests by which she was compelled to wring from the authorities a scant allowance of the appliances needed in the daily offices of her band, until the co-operation of Mr. Macdonald, the distributor of the Times Fund, enabled her to lay in stores to institute separate culinary and washing establishments; and, in short, to introduce comfort and order into the department over which she presided. The executive strength at her disposal, it may be observed, had been increased early in January by the arrival of Miss Stanley, with fifty more nurses, many of whom were dispersed to different parts of the country, where their services were particularly needed. The gradual growth of Miss Nightingale's influence on all who came in contact with her might probably be traced, to a certain extent, in the increased fatality which began to pervade other branches of the hospital establishments, and which finally reorganised satisfactorily the whole aspect of affairs within its walls. When it became apparent that the most important portion of her work at Scutari was achieved, she proceeded to Balaklava, for the purpose of inspecting its hospitals, arriving there on the 4th of May. No sooner were the affairs of the sisters and nurses arranged, new huts built, kitchens erected, and vigorous action instituted by the help of the authorities, than Florence Nightingale's long-continued exertions told on a frame which had been always delicate; and, completely prostrated by an attack of Crimean fever, she was carried up to the hut hospital on the heights. At the end of a fortnight the severity of the attack had abated, and a voyage to England was strongly recommended. No persuasions could, however, induce her to proceed further than Scutari, and after quietly remaining there sufficiently long for the comparative re-establishment of her health, she resumed her active duties and ordinary course of life. As the period of Miss Nightingale's return to England was not very long deferred, it has been suggested that an acceptable testimonial of public gratitude might be offered to her on her arrival, in the shape of a fund for the foundation of a new hospital, to be worked on her own principle of unpaid labour; and judging from the tenor of her past life, it cannot be doubted that the most congenial reversion would be her noble self-devotion. "Miss Nightingale," observes the author of Scutari and its hospitals, "is just what you would expect in any other well-bred woman, who may have seen perhaps, rather more than thirty years of life; her manner and countenance are prepossessing, and this without the possession of positive beauty; it is a face not easily forgotten—pleasing in its smile, with an eye betokening great self-possession, and giving, when she wishes a quiet look of firm determination to every feature. Her general demeanour is quiet and rather reserved; still, I am much mistaken if she is not gifted with a very lively sense of the ridiculous. In conversation, she speaks on matters of business with a grave earnestness one would not expect from her appearance. She has evidently a mind disciplined to restrain, even feeling which would interfere with it. She has trained herself to command, and learned the value of conciliation towards others and con-

strained herself." The same author records his opinion, that Florence Nightingale is the one individual who in this whole war has shown more than any other, what real energy guided by good sense, can do to meet the calls of sudden emergency. The important service rendered by her to her own sex, in breaking down the barrier of prejudice which had crushed many a noble impulse, will surely be exemplified through generations to come, by the healthy activity and increased happiness of many an Englishwoman's life.

## THE EMPEROR NAPOLEON AND THE FRENCH BOURSE.

(From the Morning Chronicle, 10th April.)

THE Emperor has prohibited all dealings on the Parisian Bourse in the shares of any French Company, the capital of which is employed out of France. The policy appears narrow at first sight—but, though contrary to the principles of Free-Trade, is certainly within the limits of prudence, seeing that the expensive exigencies and delays of the English Joint-stock Company's Act had compelled English commerce to find a subterfuge—as it always does on such occasions—in carrying on business by registering at Paris, under the titles of "Société en Commandite," or "Société Anonyme."

At first this course of proceeding was, as we have characterized it, a mere subterfuge. The English attorney went over to Paris, applied to an agent, who secured for him a "gérant," some man of straw, in whose name the Company could be carried on. He then paid fees varying from £10 to £30, according to his means, or his knowledge of French law; and returned to London to meet his capitalist in his back office, who put down the needed money at once. Of late, however, the French people, and especially the Parisians, have chemically imagined that there are mines of industry embarked in this country, and that they are clever enough to "develop those industrial resources" which the English people are too slow to cultivate to their full growth. Hence they have invested largely in speculations for English objects, and are not unlikely, as they probably understand tolerably well by this time, to pay rather dearly for their whistle.

In such an abnormal state of things as French men finding capital for English speculations, the Emperor of the French has deemed it judicious to interpose. The extreme course he has adopted not only precludes such extraneous investment for the future, but enforces its immediate discontinuance, and shuts up all the profit of the past by preventing any further transactions in companies of such a nature. Surely we might take a lesson from this reasonable timidity in the French Emperor, and distrust, if not discountenance, all attempts to tap our pockets to ally a foreign thirst for our riches. Even while we write, a modest requisition before us for "Seventeen million four hundred thousand francs"—equal in hard English money, more closely packed, to six hundred and twenty-six thousand pounds—to be applied to what purpose, quotha? To digging up coals at "Carmaux-Toulouse," for the purpose of knocking off the profits—if successful—of our own Newcastle upon-Tyne!

The "objects" of the company are mystified exceedingly in the prospectus by the adoption of the hysterical-proter, or what is familiarly known as "the cart before the horse," method of figuring them. Thus we hear, first, of the Carmaux coal mines; and, secondly, of the railway from Carmaux to Alby, which has to be made! A coal mine, to which roads have yet to be formed, may be indeed a valuable property, but such a mine as an estate of which possession has to be taken through a suit in Chancery! But this is not all. When the railway from the coalmines to an unknown place called Alby has been made—and the "concession" of that has to be purchased, be it observed—then comes the next step of "obtaining the concession of the extended line to Lyons and Toulouse, and constructing the same!" The one is of no use without the other—the permission to carry coal to Alby being about as beneficial, as the right to publish a newspaper on Salisbury Plain!

It will, however, be a proud source of satisfaction to the English shareholder, that his £262,000 will be employed in aggrandizing "the family of the Solages," to whom this property of 20,000 acres has appertained "since the year 1750!" During that period they have worked 900 acres of it, "upon the old system!" We presume the same "old system" by which all our English coalowners have made fortunes, such as render them, by no means desirous to part with "works, forests, and other landed property," which, to the value of "about £26,000," they are about to throw into the bargain!

Let us observe the calculation—20,000 acres for £262,000, is about £30 an acre—a rare price for land lying near the Pyrenees—waste and rough land. For what purpose, moreover, is all this money required. Surely not to extend the workings, for this cannot be done at a moment. Then, again, why if the 900 acres now worked "produce '120,000' tons per annum," how is it that "the family of the Solages," who are ready to sell, cannot contrive to borrow money in their own country sufficient to carry on such a valuable coalmine? There is the "Credit Mobilier," with millions of capital, ready made by the Emperor himself and his friends, exactly for such purposes. If the land be worth £30 an acre—1900 acres produce "120,000 tons annually;" if there be all these "works, forests, and other landed property," belonging to the "family of the Solages," why don't they "Count de Morny," who knows very well what he is about, where money is concerned—why does not "Monsieur Mancel Pire" go at once to the bureau of the Credit Mobilier, and come back with the money to work the coal for "the family of Solages"? Why are 50,000 of the "shares of £6 each" reserved for England? Why this sacrifice of patriotic feeling on the part of the "family of the Solages"? We beg the family party of "gérants," the "Monsieur Mancel (ex-Préfet, ex-Maitre des Requêtes au Conseil d'Etat, Commandeur de la Légion d'Honneur), and Monsieur E. Mancel (Directeur des Mines, des Fins, et de Noyau) under the firm of Mancel Pire, Fils et Compagnie!"—we request these generous men to reserve their noble appreciation of the alliance between the two nations. We wish our brave Allies to make all the money that they deserve; to raise all the coal that can be raised—in their own country; and to make all the railways necessary to bring it to the canals, that are to convey it to the place where coal is burned by the people in France.

But the trifles of nearly three quarters of a million is not enough, we find. The capital is to be raised to fifty-eight millions of francs, or Two Millions three Hundred and twenty Thousands of English Pounds, "when the concession of the railway from Alby to Lyons (station in the Grand Central of France), and from Alby to Toulouse Midi (Bordeaux and Cette) Railway" are obtained! These concessions imply the valuable permission to make eighty miles of railway across a country utterly without trade, with a sparse population, no intercourse, no traffic, no money, and no desire for locomotion! And for this eighty miles, or

the concession of it, the fortunate shareholder of the first £262,000, in a coalmine unworried, without roads to it, and in a neighbourhood that burns only wood, with mountains at the back, over which no coals can be carried, and a country in front without communications, are to pay one million six hundred and ninety-four thousand pounds more in hard cash, or at the rate of £21,175 per mile of moon-bine!!!

But "the coals have no competition to fear." Verily the "gérants" must think their 50,000 English shareholders in this country to be mooncalfs indeed. What! a coalmine in a corner, shut out from land and sea, compete with our own Newcastle, its coal so cheaply raised, and the ready sea, and bold seamen who bridge that sea, landing their freight at any port, upon any railway terminus most convenient for the purchaser!

We might say more—we might inquire who are these gentlemen that are so anxious to befriend our fellow-countrymen? But we hold our hand, content for the moment, by our present article, to remind Messrs. Deveau and Co., who figure as the brokers, agents, and representatives of the *gérants* in London, that there are some who are resolved to exercise a vigilant scrutiny over all schemes submitted to the ignorance and credulity of Englishmen, at this moment, by foreign speculators. The French Bourse may not deal with shares in English companies—the English would rather not invest capital in French companies.

## APPLICATION OF GUANO.

Is a lecture recently delivered by Mr. J. C. Nesbit, Principal of the Chemical and Agricultural College at Kennington, on Peruvian guano, some statements as to its application to turnips and mangold wurzel were made, which at this season may not be without value to even the experienced farmer. After referring to the profit with which guano had usually been applied to cereal crops, the lecturer adverted to its uses for root crops. The quantity used will vary with the condition of the land.

"About two to three cwt. may be applied with advantage, and six cwt. have been used with safety on heavy soils. Two cwt., or three cwt. sown broadcast, and one cwt. drilled with the seed, will probably give the best chance for a successful result. Experiments have proved that, when a portion of guano is applied between the drills, and well sown—both in after the turnips are up, that large crops are obtained. It is questionable whether this is not one of the best means of applying guano, as on light soils there is less liability to loss in the guano, and the roots of the turnip are supplied with fresh manure at a vigorous period of their growth. Two cwt. or three cwt. broadcast before the turnips are sown, and one cwt. between the drills afterwards, will be found superior to any other mode of superphosphate of lime with guano, and will much succeed. For this purpose, two or three cwt. of guano is sown broadcast, and the same quantity of superphosphate of lime, mixed with ashes, drilled with the seed."

The larger quantities mentioned, we apprehend, are intended to be applied without farm-yard manure. This, however, we think, should never be done but in cases of absolute necessity, or where the turnips have to be eaten off by sheep close to the land. The directions for mangold wurzel culture with guano are more explicit:

"On heavy and loamy soils the land is ploughed, and ten or twenty tons of farm-yard dung are worked into the soil—before Christmas, if possible. Two or three weeks before drilling the turnips, a heavy load of guano, with an equal weight of common salt, is sown broadcast over the field and well harrowed in. The seed is drilled in the usual way, and at thirty to forty inches apart. In thinning the plants afterwards, they should not be left too close together. Repeated hoeings between the rows is of great importance, for air and nutriment are thus admitted to the roots of the plants. As in the case of the turnips, great advantage will be obtained by occasionally using a little guano between the rows previously to the hoeing. This insures continual nutriment to the plants. When no farm-yard dung has been applied, winter, six cwt. of guano may be used instead of four cwt. in the autumn or spring, and well worked into the soil, following this up by a small dressing afterwards between the drills at the time of hoeing. The land in either case will be left in good condition for wheat. On light chalky soils, a dressing of guano, nitrate of soda, and common salt, at the rate of two cwt. each per acre, has been found very efficacious in the growth of mangold wurzel."

The suggestion of hoeing between the rows of guano during the progress of the crops is no doubt a good one, smaller and repeated doses of manure being in most cases more effective than a single heavy dressing. With farm-yard manure there is difficulty in so applying it, but with guano, and other artificial manures dressings may be easily accomplished.

## SKIN DISEASES OF SHEEP.

Is the course of a lecture by Professor Symonds before the Council of the Royal Agricultural Society on this, to flockmasters, important subject, he referred to the most formidable disease, the scab. That disease is caused by acari or living mites, the cure must be effected by destroying not only the mites but the eggs also; the latter operation being the most difficult of the two. Eggs deposited in a few days turn out a swarm of fierce insects to spread the disease, and thus when once a flock becomes infected, the work of eradication is only to be effected by prompt and continuous attention. He quoted from Mr. Youatt's work the following directions for the use of mercurial ointment:

"The ointment should be made of two strengths. That for bad cases should consist of common mutton tallow or trooper's ointment, rubbed down with three times its weight of lard. The other, for ordinary purposes, should contain five parts of lard to one of the mercurial ointment. The operator should be provided with a piece of sheep, and rub a little of the ointment well into it. A shrod or furrow should then be made from the head to the tail, and in such a manner that the skin is raised. A rift of the scab should then be made, and the ointment applied with the finger to the skin, and the exposed surface. Another furrow should then be drawn on either side; and in this way over the whole sheep, the furrows not being more than four inches apart. When any of the scab has been moved, it should be taken away; and last of all, the ointment of the ointment that has been thus applied to the furrows must be well and thoroughly rubbed in. The quantity of ointment applied to each sheep may vary from a few drachms to two ounces, with care, the quantity being used for a lamb. The sheep that has been thus dressed may be considered as incapable of infecting any of the others; the itching will soon subside; the scab will either be destroyed by the mercury as soon as they appear on the skin, or it will penetrate to their deepest recesses, and poison them there; or, if, at the expiration of ten days, there should continue to be much uneasiness or itching, another but a lighter dressing may take place. The ointment will have a kindly effect on the roots of the wool, promoting their growth and that of the natural wool, and forming a comfortable and most useful defence against the cold of the ensuing winter."

We always give the whole flock a light dressing with this ointment in November, which effectually secures them against any occurrence of the disease, and improves the wool.

Professor Symonds gives the following recipe for an antiseptic application, which is more potent and requires the greatest care:

"The best mode was that of sprinkling a solution of arsenic, again and again, over the diseased parts. The preferable form of such solution was that of arseniate of potash, blended with vegetable infusions, such as those of foxglove, stavesacre, &c. He recommends two ounces of common arsenic and two ounces of carbonate of potash to be boiled together in a quart of water until they were dissolved, when a further quantity of water was to be added to make up a gallon of solution. To this gallon of solution a gallon of vegetable infusion was to be added, made by pouring a gallon of boiling water over four ounces of foxglove leaves, and allowing the infusion to remain till cold, when the water was poured off. These two gallons of liquid constituted a pint and one of the most potent remedies for scab. Half a pint of it, at intervals of a few days, was to be sprinkled (from a bottle, through a gill in the cork) on the skin at the back and sides of the sheep. Two or three dressings would be found sufficient to cure the most inveterate cases of scab in sheep."

Frequent dressings with strong infusions of tobacco will also cure the scab disease, but more time is necessary, and the wool is discoloured for a time.

Economist.



DIARY.

**The Sydney Morning Herald.**

u/nla.news-page14982











**BURT, HASSALL, and CO.** will sell by public auction, at the Bazaar, TO-MORROW, at 11 o'clock.

A small draft of horses, from the Hunter River, selected with care by a well-known judge, to meet the present demand for good useful harness horses. They will all be sold subject to trial.

**BURT, HASSALL, and CO.** will sell by public auction, at the Bazaar, TO-MORROW, at 11 o'clock.

Eight powerful young horses, direct from Windsor, subject to trial of a ton weight up to 1600 lbs. and 1600 lbs. and over.

**BURT, HASSALL, and CO.** will sell by public auction, at the Bazaar, TO-MORROW, at 11 o'clock.

Horses, intended for either sale or to be sent to the Bazaar, accompanied with instructions, one day previous to the sale, to be properly dressed, tried, and shown. The usual cash advances on invoices of saddlery, girths, and other vehicles intended for unsold horses, to which there is ample room under cover.

**BURT, HASSALL, and CO.** are instructed by Mr. Richard Ridd, Windsor, to sell by public auction, at the Bazaar, Pitt and Castlereagh streets, TO-MORROW, August 6th, at 12 o'clock.

Two very splendid stallions, viz.,

"Duke," a bay stallion, rising three years old, 16½ hands high, sire, the celebrated horse "Young Prince," imported by Mr. Farmer, in 1851; dam by the noted horse "Suffolk Sam," imported by Mr. G. Wilson; granddam by imported Old City stallion, 16 hands high, rising four years old; sire, the imported carter horse "Young England," dam by imported horse Old City stallion, granddam by the imported horse Old City stallion.

The attention of breeders is particularly called to these two, both of whom are the best stallions yet bred in the colony. They are extremely compact, have ample bone and muscle, great power, fine action, and all the marks of a perfect carter horse, and renders them in every way desirable for stud purposes.

There will be no reserve, and the terms liberal.

**BURT, HASSALL, and CO.** are favoured with instructions from A. Rose, Esq., to sell by public auction, at the Bazaar, Pitt-street, on WEDNESDAY, the 13th instant, at 12 o'clock.

The noted race horse "Surprise," by Sir Hercules (a mare), dam by Sir John, out of a (Cirene) mare.

"Surprise" is a rich dark brown, rising seven years old, 16½ hands high, with immense power. He won the Hurdle St. Leger three years since, ran second to "Spartan" and "Simpson" when out of condition; has beaten five and many other first-class horses, and the easy manner in which he beat "Crab" on Friday last, proves him to be unquestionably the best, well-bred horse in the colony. His performance and qualities are so well known as to require little comment, suffice it to say that there is not, at the present moment, on the colonial turf, a horse better fitted together as much strength and breeding as "Surprise." He is now in training for the Liverpool meeting, and it is probable that his purchaser may be certain of being enabled to clear his first cost.

He will be on view several days before the sale.

**MARTYN and SCHROEDER's** Horse and Carriage Bazaar, 151, Pitt-street, Sydney.

Regular Sale Days, Tuesdays and Fridays; General Sale by day for carriages, gigs, &c., the first Monday in each month. All parties sending horses or other stock, Carriages, &c., are particularly requested to forward written instructions previous to sale, stating brands, age, qualifications, &c., and amount of reserve, as there is a sale will be effected to the highest bidder.

**TUESDAY'S General Sale.**

**MESSRS. MARTYN and SCHROEDER** will sell by public auction, at the Bazaar, Pitt-street, THIS DAY, at 11 o'clock.

The usual variety of heavy and light draught, carriage, gigs, and saddle horses.

**MESSRS. MARTYN and SCHROEDER** have received instructions from Alexander Stewart, Esq., to sell by public auction, at the Bazaar, THIS DAY, Tuesday, August 5th, at 11 o'clock.

A bay horse, thoroughly broken to saddle and harness, remarkably quiet, and free from vice.

**MESSRS. MARTYN and SCHROEDER** have received instructions to sell by public auction, at the Bazaar, THIS DAY, Tuesday, August 5th, at 11 o'clock.

A fine grey and saddle horse, thoroughly broken to harness, and very quiet.

A nearly new dog cart, together with a set of silver-plated harness, very little used.

The above are offered with reserve on account of the owner having no further use for them.

**Thoroughbred Entire Stock.**

"Lisiant," a Western Australian, "Woolloomooloo," a "Lisiant," bred by Messrs. Scott, of Glenelg, 7 years old, by Cap-sire out of "Tosina," by Toss, out of "Lion's Head," a "Tosina," by "Toss," out of "Lion's Head," 3 years, by either out of Alice Hawthorn.

"Lisiant," 4 years, by either out of Alice Hawthorn, together with several thoroughbred mares. The above will be on view at the Bazaar on SATURDAY, August 16th.

**Thoroughbred Stallion "Lisiant."**

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**RISHWORTH and CO.** have received instructions to sell by public auction, at their Rooms, 218, George-street, on WEDNESDAY, 6th August, at half-past 11 o'clock.

A large assortment of the undermentioned goods, viz.,

Bag cap, 30, 38, and 50 lbs.

Imperial brown, 60 and 80 lbs.

Double crown (drapery), 16 and 16 lbs.

Printing news, assorted sizes, 30, 74, and 78 lbs.

Brown paper, every size and weight

Best superfine sealing wax

Marking ink.

**MR. S. WOOLLER** will sell by auction at the Bazaar, Head Horse Repository, George-street, TO-MORROW, at 11 o'clock.

Ten of the finest draught horses that have been sent to the Sydney markets for sale many months past. They are all thoroughly broken-in to saddle and harness, and any trial will be given to purchasers before payment.

**Gigs, dog-carts, drays, harness, &c.**

Terms, cash.

**CHOCKS, Jewellery, Pictures, Clothing, &c.**

At the Mart, L-hour Bazaar, Pitt-street, THIS MORNING, at 11 o'clock.

English 6½, 12½, 14½, 16½, 18½, 20½, 22½, 24½, 26½, 28½, 30½, 32½, 34½, 36½, 38½, 40½, 42½, 44½, 46½, 48½, 50½, 52½, 54½, 56½, 58½, 60½, 62½, 64½, 66½, 68½, 70½, 72½, 74½, 76½, 78½, 80½, 82½, 84½, 86½, 88½, 90½, 92½, 94½, 96½, 98½, 100½, 102½, 104½, 106½, 108½, 110½, 112½, 114½, 116½, 118½, 120½, 122½, 124½, 126½, 128½, 130½, 132½, 134½, 136½, 138½, 140½, 142½, 144½, 146½, 148½, 150½, 152½, 154½, 156½, 158½, 160½, 162½, 164½, 166½, 168½, 170½, 172½, 174½, 176½, 178½, 180½, 182½, 184½, 186½, 188½, 190½, 192½, 194½, 196½, 198½, 200½, 202½, 204½, 206½, 208½, 210½, 212½, 214½, 216½, 218½, 220½, 222½, 224½, 226½, 228½, 230½, 232½, 234½, 236½, 238½, 240½, 242½, 244½, 246½, 248½, 250½, 252½, 254½, 256½, 258½, 260½, 262½, 264½, 266½, 268½, 270½, 272½, 274½, 276½, 278½, 280½, 282½, 284½, 286½, 288½, 290½, 292½, 294½, 296½, 298½, 300½, 302½, 304½, 306½, 308½, 310½, 312½, 314½, 316½, 318½, 320½, 322½, 324½, 326½, 328½, 330½, 332½, 334½, 336½, 338½, 340½, 342½, 344½, 346½, 348½, 350½, 352½, 354½, 356½, 358½, 360½, 362½, 364½, 366½, 368½, 370½, 372½, 374½, 376½, 378½, 380½, 382½, 384½, 386½, 388½, 390½, 392½, 394½, 396½, 398½, 400½, 402½, 404½, 406½, 408½, 410½, 412½, 414½, 416½, 418½, 420½, 422½, 424½, 426½, 428½, 430½, 432½, 434½, 436½, 438½, 440½, 442½, 444½, 446½, 448½, 450½, 452½, 454½, 456½, 458½, 460½, 462½, 464½, 466½, 468½, 470½, 472½, 474½, 476½, 478½, 480½, 482½, 484½, 486½, 488½, 490½, 492½, 494½, 496½, 498½, 500½, 502½, 504½, 506½, 508½, 510½, 512½, 514½, 516½, 518½, 520½, 522½, 524½, 526½, 528½, 530½, 532½, 534½, 536½, 538½, 540½, 542½, 544½, 546½, 548½, 550½, 552½, 554½, 556½, 558½, 560½, 562½, 564½, 566½, 568½, 570½, 572½, 574½, 576½, 578½, 580½, 582½, 584½, 586½, 588½, 590½, 592½, 594½, 596½, 598½, 600½, 602½, 604½, 606½, 608½, 610½, 612½, 614½, 616½, 618½, 620½, 622½, 624½, 626½, 628½, 630½, 632½, 634½, 636½, 638½, 640½, 642½, 644½, 646½, 648½, 650½, 652½, 654½, 656½, 658½, 660½, 662½, 664½, 666½, 668½, 670½, 672½, 674½, 676½, 678½, 680½, 682½, 684½, 686½, 688½, 690½, 692½, 694½, 696½, 698½, 700½, 702½, 704½, 706½, 708½, 710½, 712½, 714½, 716½, 718½, 720½, 722½, 724½, 726½, 728½, 730½, 732½, 734½, 736½, 738½, 740½, 742½, 744½, 746½, 748½, 750½, 752½, 754½, 756½, 758½, 760½, 762½, 764½, 766½, 768½, 770½, 772½, 774½, 776½, 778½, 780½, 782½, 784½, 786½, 788½, 790½, 792½, 794½, 796½, 798½, 800½, 802½, 804½, 806½, 808½, 810½, 812½, 814½, 816½, 818½, 820½, 822½, 824½, 826½, 828½, 830½, 832½, 834½, 836½, 838½, 840½, 842½, 844½, 846½, 848½, 850½, 852½, 854½, 856½, 858½, 860½, 862½, 864½, 866½, 868½, 870½, 872½, 874½, 876½, 878½, 880½, 882½, 884½, 886½, 888½, 890½, 892½, 894½, 896½, 898½, 900½, 902½, 904½, 906½, 908½, 910½, 912½, 914½, 916½, 918½, 920½, 922½, 924½, 926½, 928½, 930½, 932½, 934½, 936½, 938½, 940½, 942½, 944½, 946½, 948½, 950½, 952½, 954½, 956½, 958½, 960½, 962½, 964½, 966½, 968½, 970½, 972½, 974½, 976½, 978½, 980½, 982½, 984½, 986½, 988½, 990½, 992½, 994½, 996½, 998½, 1000½, 1002½, 1004½, 1006½, 1008½, 1010½, 1012½, 1014½, 1016½, 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1876½, 1878½, 1880½, 1882½, 1884½, 1886½, 1888½, 1890½, 1892½, 1894½, 1896½, 1898½, 1900½, 1902½, 1904½, 1906½, 1908½, 1910½, 1912½, 1914½, 1916½, 1918½, 1920½, 1922½, 1924½, 1926½, 1928½, 1930½, 1932½, 1934½, 1936½, 1938½, 1940½, 1942½, 1944½, 1946½, 1948½, 1950½, 1952½, 1954½, 1956½, 1958½, 1960½, 1962½, 1964½, 1966½, 1968½, 1970½, 1972½, 1974½, 1976½, 1978½, 1980½, 1982½, 1984½, 1986½, 1988½, 1990½, 1992½, 1994½, 1996½, 1998½, 2000½, 2002½, 2004½, 2006½, 2008½, 2010½, 2012½, 2014½, 2016½, 2018½, 2020½, 2022½, 2024½, 2026½, 2028½, 2030½, 2032½, 2034½, 2036½, 2038½, 2040½, 2042½, 2044½, 2046½, 2048½, 2050½, 2052½, 2054½, 2056½, 2058½, 2060½, 2062½, 2064½, 2066½, 2068½, 2070½, 2072½, 2074½, 2076½, 2078½, 2080½, 2082½, 2084½, 2086½, 2088½, 2090½, 2092½, 2094½, 2096½, 2098½, 2100½, 2102½, 2104½, 2106½, 2108½, 2110½, 2112½, 2114½, 2116½, 2118½, 2120½, 2122½, 2124½, 2126½, 2128½, 2130½, 2132½, 2134½, 2136½, 2138½, 2140½, 2142½, 2144½, 2146½, 2148½, 2150½, 2152½, 2154½, 2156½, 2158½, 2160½, 2162½, 2164½, 2166½, 2168½, 2170½, 2172½, 2174½, 2176½, 2178½, 2180½, 2182½, 2184½, 2186½, 2188½, 2190½, 2192½, 2194½, 2196½, 2198½, 2200½, 2202½, 2204½, 2206½, 2208½, 2210½, 2212½, 2214½, 2216½, 2218½, 2220½, 2222½, 2224½, 2226½, 2228½, 2230½, 2232½, 2234½, 2236½, 2238½, 2240½, 2242½, 2244½, 2246½, 2248½, 2250½, 2252½, 2254½, 2256½, 2258½, 2260½, 2262½, 2264½, 2266½, 2268½, 2270½, 2272½, 2274½, 2276½, 2278½, 2280½, 2282½, 2284½, 2286½, 2288½, 2290½, 2292½, 2294½, 2296½, 2298½, 2300½, 2302½, 2304½, 2306½, 2308½, 2310½, 2312½, 2314½, 2316½, 2318½, 2320½, 2322½, 2324½, 2326½, 2328½, 2330½, 2332½, 2334½, 2336½, 2338½, 2340½, 2342½, 2344½, 2346½, 2348½, 2350½, 2352½, 2354½, 2356½, 2358½, 2360½, 2362½, 2364½, 2366½, 2368½, 2370½, 2372½, 2374½, 2376½, 2378½, 2380½, 2382½, 2384½, 2386½, 2388½, 2390½, 2392½, 2394½, 2396½, 2398½, 2400½, 2402½, 2404½, 2406½, 2408½, 2410½, 2412½, 2414½, 2416½, 2418½, 2420½, 2422½, 2424½, 2426½, 2428½, 2430½, 2432½, 2434½, 2436½, 2438½, 2440½, 2442½, 2444½, 2446½, 2448½, 2450½, 2452½, 2454½, 2456½, 2458½, 2460½, 2462½, 2464½, 2466½, 2468½, 2470½, 2472½, 2474½, 2476½, 2478½, 2480½, 2482½, 2484½, 2486½, 2488½, 2490½, 2492½, 2494½, 2496½, 2498½, 2500½, 2502½, 2504½, 2506½, 2508½, 2510½, 2512½, 2514½,



## STEAM POSTAL COMMUNICATION.

At the request of Messrs. Beit and Sons, we publish the following correspondence on the above important subject:—

Sydney, 11th July, 1856.

On behalf of the directors of the "Australian General Investment Association of London," and as their authorized and authorized attorneys, we make the following offer of contract for the conveyance of mails to and from Europe.

1. The Company will contract, under the usual guarantee, to carry all the mails between Sydney and Singapore, via Torres Straits either way, once a month, by steamers of not less than 400 tons measurement, and not less than 1000 miles, to perform the passages within twenty-two days; the days of departure from Sydney to be so fixed as to bring on the mail leaving London the beginning of every month, and the days of departure from Sydney to be so fixed as to bring on the mail leaving Singapore for London, which can be so arranged as to allow an interval of 5 or 6 days between the arrival and next departure from Sydney.

2. The Company will engage to provide a cabin passage for a mail steamer, on the option of the Government, require the captain to take the usual Post Office orders or declarations, and to perform such service as the Postmaster-General of this colony may require of them in respect of delivering and receiving the mails; and the Company will further engage so soon as the Government may have established a station at Port Albany to call there and deliver mails, and mail passengers.

3. It shall be optional with the Company whether to call at Java or not.

4. The Company will also engage to carry naval and military officers and men, and packages containing astronomical instruments, wearing apparel, &c., &c., in the proportions, and on the terms inserted in contracts made by the Lords of the Admiralty.

5. The service, to which the Company will devote three boats, of the most improved construction, and of which one will always be in reserve in Sydney, the Company will undertake for a subsidy of £38,000 per annum, payable in Sydney monthly within fourteen days after the expiration of each month.

6. The Company will engage to despatch, within six months after receipt of a definitely concluded contract in London, or after ratification of the same if required by the Home Government, the first steamboat with a mail direct to Sydney, and the second, within two succeeding months, the other two boats, which after arrival in Sydney, will at once successively be despatched for Singapore, and to open a permanent line.

Should this Government think it necessary before finally concluding any contract, to obtain the concurrence and ratification of the Home Government, we are authorized and willing to conclude such contract irrevocably on behalf of the Company, subject to the part of the Government, to be ratified or rejected after such ratification or rejection to be signified to the Directors of the Company, within one month after the arrival of the despatches and the contract.

BEIT AND SONS.

## TENDER OF CONTRACT FOR STEAM POSTAL COMMUNICATION.

Sydney, 11th July, 1856.

Sir,—With your Excellency's kind permission, we have the honor again to submit the proposal for establishing a monthly mail communication between this colony and England, via Singapore, modified in accordance with the views your Excellency expressed, on the former occasion, as regards the remuneration to the Company, and at the suggestion of the Company, increasing the tonnage and power of the boats to be employed.

The Directors have furnished us now with full power of attorney, &c., &c., to make a binding contract on their behalf with your Excellency, and they will be prepared to sign the contract, and to give a short period (to be stipulated) after receipt of a concluded contract.

We take this opportunity of bringing under your Excellency's consideration, the pecuniary and important advantages which this proposal offers to the Colony; and, secondly, a plan for conferring upon all the Australian Colonies, the greatest benefits obtainable, to which they are respectively entitled by their importance and geographical position, and, lastly, the actual position of this postal communication with the Imperial Government, and the probability of its ready concurrence in the scheme now proposed.

For New South Wales it is of the utmost importance that the Torres Straits route should be adopted, in preference to any other, even if the mails could be brought within the period of ten or even one or two days quicker, by the latter or even the former route, of the importance of bringing the northern part of Australia, in direct communication with the Indian Archipelago and China; from whence a labouring population, ready to emigrate, and a valuable trade, might be obtained, and with which a beneficial commercial intercourse would rapidly be established, as soon as a settlement can be formed at Port Albany or at its neighbourhood.

2. The superiority of the navigation for steamboats has been so fully established, by repeated reports of Sir J. Bouverie, the late Admiral King, Captain Stokes, and others, that it may be justly supposed that passengers, and goods, and mails, will be carried more rapidly, and with less expense, by the route via Sydney, will prefer to come by this generally smooth water passage, than to go by the western route, via Cape Louisa and Melbourne.

3. This route can be established with the least delay, and at the smallest expense, by the route via the well-established trunk line from England to India and China, and.

4. It is the only line upon which it can be calculated with any degree of certainty, derived from actual experience, that not only the mails can be carried within 60 days either way, but that an answer may be received in, from Sydney within 125 days, allowing sufficient time for correspondence between arrival and departure of the mails.

5. That Sydney would be the first port of arrival and last of departure is an advantage which may fairly be likewise claimed by Melbourne. We should, therefore, feel a serious objection to any proposal, which would place to a great disadvantage, the question in the choice between, but which should have the least disadvantage.

We believe that the following scheme if adopted, and initiated by your Excellency, would be hailed with satisfaction by the several colonies, and approved by her Majesty's Government.

1. Mails should be despatched from Southampton by the established overland route on the 5th of every month, and supplemented on the 9th via Marseilles, on to Singapore, and thence by the Torres Strait route direct to Sydney, and forwarded to New Zealand, and on the 20th of every month, supplemented on the 24th, to Point de Galle, and thence direct to Melbourne, touching at King George's Sound, and Kanagarua Island, and thence the mails for Western and South Australia, while the mail for Tasmania would be forwarded immediately from Melbourne to Launceston.

Both Melbourne and Sydney should reciprocally supply each other with mails, which may be carried by their respective routes, without any additional charge. By this arrangement both Melbourne and Sydney would each have monthly a direct arrival and departure of a mail within 60 days from London, and an indirect one within 62 or 64 days, while the other colonies will partake fully in all the advantages which their geographical position will permit.

2. The entire cost of this service should be borne equally between the Home Government and the colonies, and be estimated as follows:—

a. For an additional payment by the Home Government to the P. and O. Company, for carrying all the Australian mails between Southampton and Singapore, and Point de Galle, and for a reduction in the charge to the P. and O. Company.

b. For the service between Singapore and Sydney, as between the mails to and from New Zealand, and Melbourne, and as between the mails to and from Western and South Australia, while the mail for Tasmania would be forwarded immediately from Melbourne to Launceston.

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of that stipulation, and would grant a reasonable compensation for the additional service, calculable therefore, that is at 50 per centum, the P. and O. Company would receive £10,000 per annum, and the extra mail, and allowing £40 per ton extra remuneration the Company would be well satisfied with a reduction of 10 per centum on the present rate.

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Both Melbourne and Sydney should reciprocally supply each other with mails, which may be carried by their respective routes, without any additional charge. By this arrangement both Melbourne and Sydney would each have monthly a direct arrival and departure of a mail within 60 days from London, and an indirect one within 62 or 64 days, while the other colonies will partake fully in all the advantages which their geographical position will permit.

2. The entire cost of this service should be borne equally between the Home Government and the colonies, and be estimated as follows:—

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upon you." "No matter," rejoined Aston, "I do care again that he shall stand bareheaded before you, if I will only among you a purse of fifty guineas." They did so. Aston then said to a loud voice, "I have been in Ireland, and am well acquainted with the natives." The Irishman, who was with him, went on, "The Irish, being born in bog and in the mud, are not to be despised; I know it for a fact." "Sir," roared the duellist, starting up from his table, "it is false!" Aston persisted in his assertion. "Sir," cried the other, "I was born in Ireland; and I will prove to you that it is a falsehood." So saying, in great haste he pulled off his shoes and stockings, and displayed his bare feet. The joke ended in Aston's sharing the parterre with the Irishman, who, giving the former thirty guineas, kept himself, Sir George assured that this was a true story.

Gray's "Elbow."—The stanza which Gray threw out his Elbow is better than some of the stanzas he has retained.

"There scatter'd o'er the earth of the year, Red flowers, and snows, and showers of rain; And little flowers lightly print the ground."

Boddington.—Boddington was a wretchedly bad memory; and, in order to improve it, he attended Feinagle's lectures on the Art of Memory. Soon after, somebody asked Boddington the name of the lecturer, and for his life he could not recollect it. When I was asked if I had attended the said lecture on the Art of Memory, I replied, "No; I wished to learn the Art of Forgetting."

Words are so twisted and tortured by some writers of the present day, that I am really sorry for them, I mean, for the words. It is a favorite fancy of mine that, perhaps in the next world the use of words may be dispensed with, and that our thoughts may stream into each other's minds without any verbal communication.

Sir John Henry Moore, who died in his twenty-fourth year, possessed considerable talent. His *L'Amour l'india* is very pretty.

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